MARITIME LAW.

COLLISION—STEAMERS CROSSING—RIGHT OF WAY—SPEED.

District Court, E. D. New York. February 16, 1885.

In Admiralty.

Benedict, J. This action is brought against the steamship Frisia, and the tug boat J. N. Parker, to recover the sum of $40,000 damages for the sinking of the bark James L. Harway, in a collision that occurred on the seventeenth day of June, 1882, in a harbor of New York. At the time of collision the bark was being taken by the tug upon a hawser from Red Hook to a place of anchorage off Bedloe's island. The tide was ebb, and the course of the tug and bark, after passing the buoy below Governor's island, was N. N. W. At the same time the steamship Frisia was bound to sea from her pier at Hoboken, and was proceeding down along the west shore of the channel upon a S. S. W. course. The steamship and tug were approaching each other upon crossing courses, and the tug having the steamship on her starboard side, as soon as danger of collision arose, became charged with the duty of avoiding the steamship. It was a clear day. The vessels were in plain sight of each other and neither tug nor steamer was embarrassed by the movements or position of any other vessel. The harbor was substantially clear, and there was abundant room for the tug to pass ahead or astern of the steamship, as she might be advised. Judging that she could cross the steamer's course, ahead of her, the tug made no change of course but quickened her speed as the steamship approached nearer. The tug herself succeeded in passing the steamer's bows, but the bark was struck by the steamship.

I have no hesitation in finding this collision to have been caused by fault of the tug in attempting to cross the steamer's bows. The bay being clear, and the tide ebb, there would have been no difficulty whatever in the tug's bearing up head to the tide and allowing the steamship to pass ahead of her. Instead of adopting this safe course, the tug concluded to attempt to cross the steamer's bows, when as the result showed, it was impossible for her to do so. The attempt was, obviously, hazardous, and wholly unnecessary. Having attempted a hazardous maneuver when a safe course was open to her, and having failed, she must pay the damages resulting from her failure. Whether the steamship was not also in fault is the next question. Notwithstanding the obligations resting upon the tug to avoid the steamer, as soon as it became apparent to her that the tug had selected a course calculated to bring the vessels in contact, to do all in her power to prevent collision. If the account given by those on board the tug could be taken to be true, doubtless the steamer would be condemned; for, according to their account, the steamer was given timely notice, by whistles from the tug, that the tug intended to cross ahead of the steamer. But, in fact, the tug's whistles were not blown until the steamer was close upon her. One witness from another vessel, called in behalf of the tug, shows that the tug, altogether moving at a speed of six knots, ran only about her length between the time of the first whistle and the last whistle was at the instant of collision. The testimony of other witnesses also makes plain the fact that all the whistles from the tug were blown when the steamer was so close at hand that stopping and reversing her engine was the only thing then to be done by the steamer towards avoiding a collision.

The reason why the tug did not sooner inform the steamer of her intention to cross the steamer's bows is manifest. The master of the tug, as he frankly said upon the stand, believe, up to the very blow, that he could take the bark across the steamer's bows in safety, without calling on the steamer to do anything. Consequently, he did nothing to warn the steamer of his intention to insist upon crossing her bows until he discovered that he was in danger. Then, indeed, he blew to the steamer, and quickened his speed, and then the steamer stopped and reversed, but it was too late. The steamer cannot, therefore, be held responsible for the collision, unless it can be found that in the absence of signals from the tug to that effect the steamer was, nevertheless, chargeable with knowledge of the tug's intention to attempt to cross her bows. If, notwithstanding the omission of the tug to give timely notice by her whistle, the circumstances were such as to inform the steamer in time that the tug was intendeing to cross her bows, such circumstances cast upon the steamer the duty, by a timely change of her course by slacking of her speed, to avoid the danger attending the course selected, by the tug. I find in the circumstance proved nothing calculated to convey such information to the steamer. The steamer was on a course down the bay, on the western side of the channel. The tug came into the channel on the east side, below the buoy at Governor's island. Her destination was unknown to the steamer. The tide was ebb; the tug headed up against the tide about N. N. W. She had a bark in tow, upon a hawser 60 fathoms long. She could, at any moment, bring herself and her tow quickly head to the tide. The steamer's approach was plainly to be seen, and the tug gave no signal in regard to her course. I find nothing in these circumstances that would inform the steamer of the tug's intention to cross her bows. That intention was not disclosed until manifested by the near approach of the tug to the steamer's course without change. Then the steamship stopped and reversed, and in so doing she discharged all her duty, for she could then do nothing more to avoid collision.

It should also be remarked that the steamer furnished testimony from her pilot and her chief officer that by her whistle she gave to the tug timely notice that it was the steamer's intention to keep her course down the west side of the channel. The witnesses for the bark and tug say they heard no such signal. Their failure to observe this signal may be attributed to the fact that their attention was bestowed upon a Inman steamer which passed up the bay from below, while the Frisia was approaching from above, and crossed the tug's bows before the tug reached the course of the Frisia. The master of the tug says this Inman teamer passed his bows after he had blown to the Frisia. But in this he is mistaken. The Inman steamer passed him before that, and her proximity may have been the reason why the Frisia's signals were not observed. The statements of those on the tug that no signals were given by the Frisia testify untruly in this particular. Their testimony, if believed, leaves no room to impute fault to the Frisia.

It has been urged against the Frisia as a fault that she was going at 15 miles an hour. If that was her speed it was no fault. The day was clear. The harbor was not crowded. There was abundant room, and at 15 miles an hour the Frisia could easily have avoided the bark, if she had been duly informed of the tug's intention to attempt to cross the steamer's bows. No lookout is also charged upon the steamer. But the tug was seen, and closely watched, by the pilot and the chief officer of the steamer. No neglect of the lookout, therefore, contributed to cause the disaster. I find no ground, therefore, upon which to hold the Frisia responsible for the collision in question.

The libel as against the Frisia must therefore be dismissed, with costs, and a decree entered against the tug for the amount of the damages resulting to the libelant from the collision between the bark and the steamer.

BUFFALO SHOP NOTES.

The Delaney Forge & Iron Co. has five large steamboat jobs now in their shops and is able to turn out and finish the largest forgings. The company has a lathe seventy feet long on which can be finished a forging fifty-seven feet long.

The Lake Erie Boiler Works have been doing considerable work lately and have taken some good sized contracts. Amongst others in this city they are putting up an iron building with iron roof to enclose one of the large gas holders at the Buffalo Gas Light Company's Works; the obstructions and house at the inlet pier, two boilers, 6 feet in diameter 16 feet long for the Geo. Rochevot brewery, one boiler 5 feet in diameter 14 feet long for the Sikes Chair Company, a naptha tank for the Lockport Gas Light Company, Lockport N. Y. They have recently built and have now in operation at their works the largest boiler maker's plate bending rolls in the world. These rolls are capable of bending a plate of steel or iron 18 feet 4 inches long, lengthwise of the plate, that is to say, a boiler 18 feet 4 inches long can have the bottom made in one plate running the entire length of the boiler and smoke box; or they can build any size boiler up to and including 5 feet diameter 18 feet long, with only two plates in them. One of the great advantages of having boilers built in this manner is, that there are no seams over the fire.

There is universal complaint among vessel men that the light house board placed the pier headlight at Charlevoix on the end of north pier instead of on the starboard side or south pier, as is the case at other ports. Let this mistake be remedied at once, and let all lights be placed on starboard side, and then vessel men know how to make port in a gale, and on dark nights.

THE FIRST AMERICAN STANDARD.

To the Editor of the Marine Record.

The London (Eng.) Morning Chronicle of July 25, 1775, pays the American standard, unfurled in English waters, the following tribute, which I think will be fully appreciated to-day:

"The colors of the American fleet have a snake with thirteen rattles, the fourteenth budding, described in the attitude of going to strike, with the motto: "Don't Tread On Me." It is a rule in heraldry, that the worthy properties of the animal in the crest bone should be considered, and the base ones cannot be intended. The ancients accounted the serpent an emblem of wisdom and in certain attitudes of endless duration. The rattlesnake is properly an emblem of America, as this animal is to be found in no other part of the world. The eye of this creature excels in brightness most of any other animal. She has no eyelids and is, therefore, an emblem of vigilance. She never begins an attack, nor ever surrenders; she is therefore an emblem of magnanimity and true courage. When injured or in danger of being injured, she never wounds until she has given notice to her enemies of their danger. No other of the kind shows such generosity. When undisturbed and in peace she does not appear to be furnished with weapons of any kind. They are latent in the roof of her mouth, and even when extended for her defence, appear to those who are not acquainted with her to be weak and contemptible, yet her wounds, however small, are decisive and fatal. She is solitary and associates with her kind only when necessary for their preservation. Her poison is at once the necessary means of digesting her food and certain destruction to her enemies. The power of fascination attributed to her by a generous construction, resembles America. Those who look steadily on her are delighted and involuntarily advance toward her, and having once approached never leave her. She is frequently found with thirteen rattles and they increase yearly. She is beautiful in youth and her beauty increases with her age. Her tongue is blue and forked as the lightning."

J. W. HALL.

IMPROVEMENT IN SHIPS.

Following copy of a letter addressed to Secretary Whitney contains many points of interest:

Hon. William C. Whitney, Secretary of the Navy.

Dear Sir: You cannot fail to see that the whole system which has been followed since 1861 in the way of an improved navy by all nations must prove a failure for the future use of a navy. The course you are taking in pausing and questioning the system of building must meet the approval of all thinking men. In all of my letters to you, I persist in saying that the system is fundamentally wrong, and that no vessel yet built will meet the coming necessities of a future navy which will call for unprecedented great speed, had in a and of a class which can not be used or loaded ship.

I have also set forth in letters to you that principles do exist which will build or give the required ship. But, sir, these principles are, as I have before said, the direct opposite to those now in use.

I will place a ship, as now used, in a position which has destroyed its millions, and which is one of the greatest obstacles to great speed, and that is in the trough of the waves. I assert and say that the buoyancy of a ship at such times or in such position becomes her greatest foe, and is the real cause of her inertia. In such a position the wave comes rolling on the wall side of a ship the same as it would on a wall, and the ship has nothing to receive it, and cannot help herself. The wave must in its onward way under or go over the ship, and often does both, and in doing so fills her deck with water, and then rolls her to windward until she has brought up on her buoyancy and received from it the destroying shock of checked momentum, and at the same time the water on deck has swept all before it from the incline of the deck in the ship's fall, and the same motions and effects follows as the ship falls to the opposite, the "leeward" side. It is these continuous shocks which in the end destroy the ship. The effects of these motions are so well understood they do not now call for explanation. But they certainly point to the fact that opposite effects, those which do not roll the ship or in any way endanger her, or prevent her from running on that course, i. e. in the trough of the waves, or reduce her speed, are what have been long sought for, and have never been attained by the use of any other than opposite principles from those now in use. These new principles are contained in the two ploughs which are under my ship and which displace all water to the surface. They terminate above the "water line," and offer no wall side in the ship for the waves to run against. On the contrary, the crown of the wave has been cut off by the plough and thrown into the hollow of the oncoming wave. No one can fail to see that this work has been done with far different principles from any that have ever before been in use, and that the work as well as the principles are the opposite to any that have been before known.

The greatest obstacle to speed in vessels as now built is in the manner they displace their water, that is, by throwing it downward and away from them. The water is thrown off by the angle of incidence and started in line, with a line running to the centre of the curve on which that angle springs from. In vessels as now built that center line located on any line not vertical will throw the water off in a direction varying from a right angle to the vertical just in proportion as the centre is located above or below the horizontal or level. In a ship as now built the centres are located mostly above the level line, and the angle of incidence throws the water downward. The water thrown downward cannot be returned again under the ship after its removal. This is the cause of the great increased resistance to the passage of such ships as the Dolphin, and causes her to displace in quantity largely in excess to her own weight of water, and also causing her to run on an uphill incline. This is all changed by the plough, which displaces all of its water to the surface, and returns all of it under the ship, and cannot displace any more water than the weight of the ship at any or great speed, i. e., such speed as her lines are intended for. With great speed, the ship's momentum decreases the resistance of the water to the ship's passage through, and aids instead of distressing the steam or sail power. The advantage of the plough over the old method of displacing water in points of safety, are much too numerous to be pointed out in a letter like this. But, as a whole, they produce an absolute (at sea) safe ship. In this I will only speak further of one more of the great advantages of the ploughs, and that is running at right angles to the waves. The dive of the Germania speaks with trumpet tones for all the other ships. Her escape from instant destruction was almost miraculous. It is in such times of meeting mountain waves such as she met, when the two ploughs do their best work. It is not possible for a wave ever to mount the ship. The ploughs cut a piece out of the wave, which is instantly disposed of by gravity, and it spreads out both ways, partly into the hollow of the next wave, and partly between the two ploughs which undermine the ends of the wave from which the piece had been severed, and roll them under the sides of the ship, and they help hold her level or so much so as to prevent her from pitching. It is not possible for a wave ever to mount one of these ships on any course; the ploughs are a perfect safeguard. This, sir, is not from theory only: I have absolutely proved every point practically true, and what causes it to be more of a surety is from the smallness of the crafts that I have proved the theory with. One was only 70 feet long, and not over 35 or 40 tons; the other is but 30 feet long, and not over 10 tons. In view of these great facts, it is time to pause and question that which has been done in naval building. I will in my next confine myself mainly to the safety ship's powers of propulsion.

These differ in every way from what has been used, but have been proved to be most reliable.

Yours most respectfully,
JOSEPH W. NORCROSS.

PROVIDENCE WINDLASSES.

The bark building by McDonald of Bath, Me., a Providence patent capstan windlass as usual. The schooner building by T. E. Gay & Co., New Castle, Me., for Captain H. C. Gaul, a Providence capstan windlass. Schooner building by Cobb, Wright & Co., at Rockland, Me., for Captain S. C. Arey a Providence pump brake windlass, and Emery & Cheney's patent elastic stoppers.

The schooner, building by Geo. Hawley at Bath, for Captain J. H. Haskell of New Haven, Ct., a Providence capstan windlass with T. J. Southard's messenger chain arrangement, and Emery and Cheney's patent elastic rubber stoppers.

Yacht building by Dunn & Elliot, Thomaston, Me., a Providence patent pump brake yacht windlass. Messrs. Burgess Bros. yacht agency, Boston, Mass., a Providence patent crank windlass with F. A. Grater's patent friction arrangement. Messrs. Burgess Brothers are the designers of the yacht Puritan of Boston.

The elevator barge Windward, of New Orleans, and the steam tug belonging to Winifrede Coal Co., of Kentucky, each a Providence double barrel steam capstan with automatic oiling arrangement and latest improvements.

Steamer building by Detroit Drydock Co., a Providence capstan windlass and iron side bitts; this windlass is to be provided with F. H. Grater's patent locking gear.

Steamer building by Simon Langell at St. Clair, Mich., for Captain Pringle, a Providence steam windlass of latest style—same as furnished the Kalkaska, built by same party.

Bark Hattie G. McFarland at New York, a Providence patent pump brake windlass to replace a Coffin & Woodward windlass.

Steamer builder by Wm. Cramp & Sons' Co., for Key West and Cuba route, Providence steam capstan windlass of latest style.

The yacht Clytie at New York, and the yacht Winona at Boston, each a Providence pump brake yacht windlass.

The American Ship Windlass Co., have furnished or will furnish windlasses etc., the following:

The revenue steamer Richard Rush at San Francisco, a Providence steam capstan windlass of latest style.

The revenue steamer Manhatten at Baltimore, a Providence pump brake windlass.

Schooner Building by Jas. Davidson, West Bay City Mich., a Providence capstain windlass.

THE first number of The Black Diamond a monthly published in Chicago, reached us this week. In the interest of the coal trade industry, it will be conducted by the National Coal Exchange, Mr. G. W. Collings being the manager, F. J. Jarvis and H. A. Bischoff the editors. If the merit of the first number is sustained in future numbers it will occupy a prominent place among class periodicals.

THE LESSONS OF THE BROOM.

There was a famous Dutch Admiral in the seventeenth century whose name was Van Tromp. He threatened to clear the English off the seas, and as significant of the fact carried a broom at his mainmast head. He would have been quite successful if he had not happened to meet an English Admiral, somewhere off the Nore, who crippled his fleet and turned the boastful broom into an emblem of ridicule. It is now England's turn to carry the broom on the high seas, for the name of Sir. Richard Sutton's yacht, the Genesta, means nothing more nor less than "broom," as anybody may find out who cares to look up a Latin dictionary. Judging by the public performances of the Yankee yacht it seems not improbable that in American waters Sir Richard's broom will meet wtih the same unhappy fate that befel old Van Tromp's in the English Channel. Instead of the Genesta making a clean sweep it may have to submit to be clean swept, and thus the name will ever afterward carry with its mention a certain irony. Like the *lucus a non lucendo* it will be said it is called a broom because it does not sweep the seas.

In the history of the English royal family the broom has played a very important part. Just as the three feathers of the Prince of Wales are inseparably connected with the Welsh principality, so was the broom the exclusive emblem of the Plantagenets. In the tenth century Fulk, Count of Anjou, one of the French adventurers in the Crusades, assumed the title of King of Jerusalem, and his eldest son Geoffrey stuck in his hat a twig of broom, from which fact he and his successors were thenceforward known as the Plantagenets—(*planta genistae*(—and as such became famous as one of the royal families of England. Geoffrey married, for political reasons, Maud, the daughter of Henry I., and through her had a number of successors as English monarchs, some of whom were very distinguished, as the times went. In these days the Genesta looms up with white sails on the western shores of the Atlantic to recall the name of the famous Plantagenets; and in the circumstance that her opponent is named the Puritan, the yacht race may be taken as very singularly significant of the natural antagonism of America. If the peculiar build and sheer of the Puritan should carry her through the present contest victoriously, American ship builders will naturally pride themselves upon the superiority of their naval architectural "lines" over those which have hitherto been followed by English yacht builders: but the fact will have a further significance to many in that it will appear to point the finger of destiny against old fashioned monarchical relics, and in favor of the social and political simplicity of which Puritanism stands pre-eminent as the western vanguard.—*Inter-Ocean*

Scow for Sale.

The undersigned offers for sale the Scow EMILY AND ELIZA. Price $120.00, one third cash, balance in one and two years with good security. She carries 137 tons, is ten years old, was rebuilt two years ago. Her fit-out is all new. Address,
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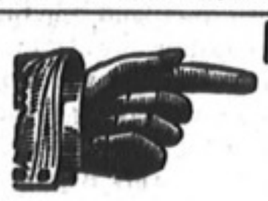

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Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via " "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleve'and and New York sleeper daily on No. 17, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

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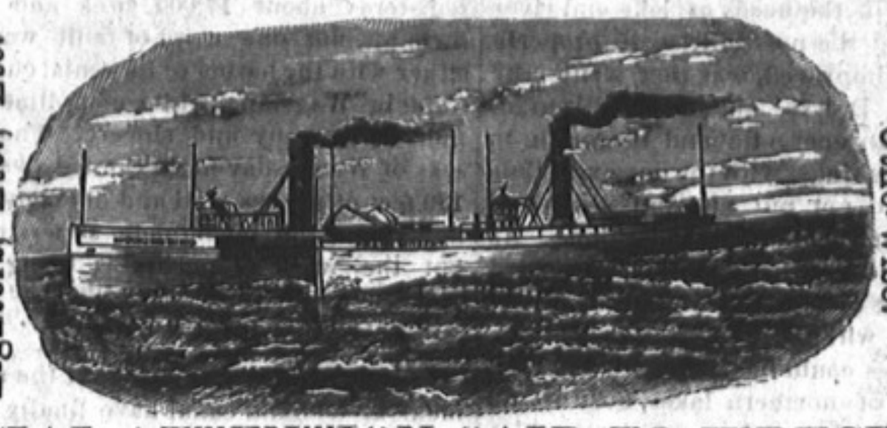

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OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Sept. 11, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Sept. 5, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
3,331	.....	Sc.	Burtie,	11 68	11.10	Mississippi City, Miss.
126,315	.....	Sl.	Catherine Allen,	5 93	5.63	Norfolk, Va.
120,624	.....	Sc.	Frances,	8.58	8.15	Baltimore, Md.
120,625	K D F J	Sc.	Flossie,	29 80	28.31	Thomaston, Me.
85,897	.....	Sc.	General Logan,	9 47	9	Baltimore, Md.
85,898	.....	Sl.	Gertrude,	8 11	7.70	Millville, N. J.
95,859	K D F G	Sc.	Hester A. Steward,	108	150.10	Baltimore, Md.
140,783	.....	Sc.	Laura J.,	9 94	9.44	do
140,785	.....	Sc.	Leuie,	11.62	11.04	Superior, Mich.
140,786	.....	Sc.	Lizzie May,	9.65	9.17	Baltimore, Md.
140,787	.....	Sc	L. W. Gunby,	10.21	9.70	Crisfie'd, Md.
91,785	.....	Sc.	Mary F.,	10.43	9 91	Baltimore, Md.
91,780	.....	Sc.	Maud V. Mills,	10.43	9 91	Grisfield, Md.
130,344	.....	Sl.	Nettie J. Booth,	10.33	9 91	do
			STEAM VESSELS.			
126,316	K D F C	St. s.	Comal,	2934.53	2251.16	New York, N. Y.
135,855	.....	St s.	Essex,	601.21	512.33	Baltimore, Md.
140,784	.....	St. s.	Long Island,	163.73	106.17	New York, N. Y.
150,357	.....	St. s.	Pancho,	39.54	19.77	Boston, Mass.
81,084	.....	St. s.	White Beaver,		27.22	La Crosse, Wis.
81,085	.....	St. s.	West Coast,	179.71	127.33	San Francisco, Cal.
			UNRIG'D VESSELS.			Whitehall, N. Y.
37,509	.....	C. Bt.	Frankie J. Smith,	99.57.	94.60	New York, N. Y.
46,345	.....	Scow	J. A. Bowker, No. 3,	69.46	65.99	do
46,345	.....	Scow	same No. 4,	69.46	65.99	do
46,347	.....	Scow	same No. 8,	99.32	91.51	do
56,348	.....	Scow	same No. 9,	96 32	91.51	do
46,349	.....	Scow	same No. 11	107 52	102.15	do
46,350	.....	Scow	same No. 12	107 52	102.15	do
46,451	.....	Scow	same No. 13	120.57	114.55	do
46,352	.....	Scow	same No. 15	124.08	118 74	do
46,353	.....	Scow	same No. 16	124.11	116 96	do
46,354	.....	Scow	same No. 18	107.12	101 77	do
46,355	.....	Scow	same No. 35	121.70	115.62	do
46,356	.....	Scow	same No. 36	139 44	132 47	do
46,357	.....	Scow	same No. 37	155.81	148 02	do
46,358	.....	Scow	same No. 38	159.48	151.51	do
46,359	.....	cow	same No. 39	162.77	154.64	do
67,251	.....	cow	Nimrod,	99.33	94.36	do

JARVIS PATTEN, Commissioner of Navigation.

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Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	*10 40 A M	*10 45 A M
Chicago Accommodation	*9 02 P M	.....
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Accommodation	.....	*6 45 A M
Fostoria Accommodation	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:45 a. m., *1:35 p. m., ‡10.50 a. m., ‡5.45 p. m., ‡1.35 p. m.

EUCLID ACCOMMODATION.

Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m., ‡8 45 a. m., ‡12.15 p. m., ‡4.25 p. m.

*Daily except Sunday. ‡Sunday only.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
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SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches, length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

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Grummond's Mackinaw Line.

1885. Steamers of the above line 1885.

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VESSEL AGENT AND BROKER,
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DOMESTIC & STEAM COAL
Cleveland, Ohio

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

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CLEVELAND, OHIO, THURSDAY, SEPTEMBER 17.

THE MYSTERY OF THE ELEVATORS.

Reports of shortage in grain cargoes come in thick and fast. There is no one thing in the lake carrying business so annoying to the vessel master as that of shortage in his cargo, and all his efforts to locate the fault or to place the blame where it belongs and make the guilty party suffer the loss is unavailing. No elevator management has ever, to our knowledge, confessed that there was any chance for a mistake in their drafts or tally and the mystery of the elevator shortage is as far from being solved to-day as it was twenty years ago. It has been said that we live and learn, but this question is apparently past finding out. It is but a few days since a cargo of grain, taken on at the Sanborn elevator at Port Huron and weighed out at Buffalo, fell short a sufficient number of bushels to leave the boat in debt for the trip, and the managers of the elevators at either end of the route aver that the fault is not with them. Then we find that two cargoes of grain, shipped from Chicago to Midland, on the schooners City of Chicago and James Mowatt fell short 104 and 187 bushels, respectively. After this comes a complaint from the masters of the steamers Kasota and Tacoma and schooners Niagara and Scotia of shortage in grain cargoes shipped from Duluth to Buffalo, the Kasota's shortage being 89 bushels, that of the Tacoma 141 bushels, that of schooner Niagara 66 bushels, and that of the Scotia 35 bushels. The Scotia and Niagara loaded at E. elevator, Duluth, and all discharged at Buffalo elevators on the 5th inst. It is evident from these facts that our elevator system stands sadly in need of investigation, and our bill of lading system could likewise be benefited by a little wholesome amendment. In almost every other business a fault can be located and wrong righted, but elevators load from a general store of grain where there is no practical way of taking an invoice, and the carrier discharges into a general store at the other end where his cargo can not possibly preserve its individuality in case the quantity needs to be verified. What is the remedy for the vessel owner? There is none. But there is in this abuse, this intangible system of shortage, a broad field for reform, for speedy action by all lake carriers and vessel owners' associations, by state legislatures and even by the congress of the United States. What other branch of business is there in this country over which the government is presumed to have supervision that has suffered half the loss that shipping does through the irregularity of the elevator system without being duly investigated? There is none, but we do not hesitate to say that if the matter were brought before the proper governmental body in the right way, necessary and righteous redress could be had. Bills of lading could be modified so that the master of the vessel would be called upon to deliver only the amount of cargo he received, be it more or less, and until that is done these recriminations will prevail, but the vessel owners will be the only ones to suffer.

MR. M. A. MCGOWAN, of Washington, D. C., was the lowest bidder for the construction of life saving stations at Frankfort, Pentwater, South Haven, and White River, Michigan.

WATER TRANSPORTATION.

Perhaps the paper best calculated to give the gentlemen of the St. Paul convention and the country at large the most comprehensive view of the needs of lake and river commerce and the possibilities if properly fostered and improved, was that written by Mr. Thomas Dowse, an active citizen of Duluth, a man energetic and thorough in all his undertakings, with the one exception, in that he did not put his statistics before the convention when it was in session. As we understand it, the convention was called in the interest of the northwestern waterways, which, without much stretch of geographical lines could be made to include the entire chain of northern lakes, even to the Erie canal, that being the only water outlet for our vast commerce under the jurisdiction of the United States, it having given transit, during its limited season to 9,452,400 bushels of grain more in 1884 than was carried by all parallel railroads combined during the same year. Mr. Dowse, being one of Duluth's delegates to the convention, prepared this unspoken speech, unspoken because he, with the other delegates representing Minnesota, through courtesy, deemed it the proper thing to let their guests from other states be heard and then adjourn. As was said in these columns last week, the convention is to be commended for its unanimity, but it is to be regretted that the information contained in Mr. Dowse's carefully prepared statement was not permitted to come before it. This statement has however, been printed by the St. Paul Dispatch and Duluth Herald entire, and will therefore gain wide circulation. We have not space at this time to reproduce or make a full analysis of it, but can not omit to mention that Mr. Dowse advocates the propriety of the general government enlarging and improving northwestern waterways so as to give the produce a chance to float unimpeded to the seaboard. After bringing valuable statistics to bear, which should convince all intelligent minds that his are practical and common sense views, which we can not believe is the truth regarding much of the matter acted on by the convention, Mr. Dowse shows the possibilities that could be realized on by the following comparisons: "The receipts of coal at the head of the lake (Duluth) have increased from 60,000 tons in 1880 to 600,000 tons in 1885. The receipts of wheat there have increased from 1,500,000 bushels in 1880 to 14,000,000 in 1884. The elevator and storage capacity increased from 540,000 bushels in the spring of 1880 to 9,400,000 bushels this year, and 8,000,000 more to be immediately built. As a wheat market it has grown from daily sales of a few car loads no longer than 1884 to a wheat market second only in the amount of its daily sales to Chicago, with everything tending to show its daily wheat transactions will equal even that modern marvel in the coming year.

"Cheap water transportation has placed freight rates, from Duluth alongside ocean steamers or into elevators at New York, at an average rate this season of a fraction less than 6 cents per bushel, and as low as 3½ cents to alongside ocean steamers at Montreal. A good proportion of grain that has left Duluth this season has been carried to Buffalo, 1,030 miles, for 1½ cents per bushel or less than the usual elevator charges from cars to elevators."

In closing, Mr. Dowse pertinently asks: "Are railways or improved waterways the real avenues of transportation for our agricultural people? Have all of our people a right to ask and not only expect but receive liberal and regular appropriations for their continued improvement until these avenues of the Almighty are made complete and harmonious over our entire country?"

SAND BEACH HARBOR OF REFUGE.

The storm of last week that swept the lake region from the morning of September 8th, until the 10th, was the severest known for years, but at the same time, was marked by fewer disasters between Saginaw Bay and the mouth of St. Clair River than almost any previous one. There is but one explanation for this state of things. Fully as much vessel property was exposed and the conditions were more than usually dangerous. A living hurricane was accompanied by sleet and rain and the seas ran high and short. We believe had this storm happened two or three years ago it would have been marked by the destruction of some of the most valuable hulls on the lakes not to mention the loss of life. The reason for the difference is a growing acquaintance of vessel men with the advantages offered them by the Sand Beach harbor of refuge. On Wednesday the 9th among ten boats in there for refuge for the first time were such as the Wissahickon, Robert Wallace, Iron Age, Empire State, Arctic, Roanoke. This class of vessel captains have been heretofore shy of the harbor on account of the unjust criticisms of its working by men who either were unfortunate or unqualified. The fleet of some thirty sail registered about 17,000 tons and among them all, not one word of fault was heard either with the harbor or its genial custodian, Captain Wagstaff, while compliments for them were many and sincere. The heavy seas of Wednesday night carried away about 130 feet of the sea wall and did considerable damage to the incomplete superstructure, but the work of repairs is being rapidly carried on and in a months time the damage will have been repaired.

IT is gratifying to know that the management at Welland canal have finally learned that if they shut off the waste, a common sense action that was advocated in the columns of the MARINE RECORD last fall, the vexatious delays in the canal will be avoided. The schooner Angus Smith, drawing twelve feet of water, attempted to pass through the aqueduct in which there were only eleven feet ten inches. The waste at Allanburg and Therold was ordered to be shut off, which raised the water in twenty minutes sufficient to let the schooner pass. It is to be hoped that the superintendent will remember how he did it, and repeat the righteous act whenever it is necessary.

THE great international yacht race has been sailed, America's representative yacht the Puritan being the victor, although she was not handled nearly as well as the Genesta. The following table gives the actual results of this interesting race:

	Start.	Finish.	Time.	Corrected.
	H.M.S	H. M. S.	H.M.S.	H. M. S.
Puritan..	11.06.01	4.09.15	5 03 14	5 03.14
Genesta..	11.05.06	4.10.39	5.05.23	5.04.52

OBITUARY.

Captain A. E. Goodrich, one of the pioneer steamboat men of the lakes and the founder of the Goodrich Transportation Co., of which he was president from its inception, died at his residence in Michigan avenue, on Chicago the 13th inst. Vessels in the harbor put their flags at half mast when the sad intelligence was announced. Captain Goodrich was born in New York, state and at an early age removed to the little town of New Buffalo Mich., which was founded by his father. In 1847, when the passenger steamer A. D. Patchin was launched, he was offered the position of clerk by his uncle, Captain Harry Whittaker, who was master of the Patchin. On the close of navigation that year Captain Goodrich was awarded a number of contracts by the Michigan Central Railroad Company, which was then constructing its tracks through the interior of Michigan. After the road was completed as far west as New Buffalo, the fine steamers Pacific, Traveler, and Cleveland were built in 1850 to run in connection with the Michigan Central, between New Buffalo and Chicago and Milwaukee, and for several years Captain Goodrich was employed on them in the capacity of clerk. These boats were owned by Captain E. B. Ward, who sold out, when the Michigan Central reached Chicago, to the Clement Steamboat Company, of which Captain Goodrich was a stockholder. The company ran its boats out of Chicago to all points on Lake Michigan, and for several years practically controlled the steamboat traffic on Lake Michigan, just as the Goodrich line does now. In 1855 Captain Goodrich sold out his stock, and in partnership with George C. Drew, bought the steamer Huron from Captain E. B. Ward, running her between Chicago and Green Bay. A year later he purchased his partner's interest, and later on bought and built several large steamers, among which were the Comet, Ogontz, Wabash Valley, Union, Orion, Northwest, Planet, Ottawa, and C. G. Truesdale, all popular boats in their day several of which are still in existence. These boats were run on various local routes and to Lake Superior and Detroit, forming what was called the Goodrich line. Captain Goodrich was successful as a steamboat manager, and soon succeeded in amassing a large fortune. In 1869 the present Goodrich Transportation Company was incorporated in Wisconsin, with Captain Goodrich as president and principal stockholder, and its boats today are said to be the most profitable floating property on the lakes. Of late years he has been compelled by failing health to take less active part in business affairs than his inclinations dictated and for eighteen years has suffered from frequent attacks of neuralgia.

NOTICE TO MARINERS.

Notice is hereby given that, on or about September 15, 1885 the lighthouse, now standing on the angle crib of the breakwater at the harbor of refuge, Sand Beach, Michigan, will be moved to the east side of the northern entrance to the harbor.

By order of the Lighthouse Board,
STEPHEN C. ROWAN.
Vice Admiral U. S. Navy, Chairman.
Office of the Lighthouse Board,
Washington, D. C., September 7, 1885.

[*Around the Lakes Continued from 1st Page.*]

EAST SAGINAW.

Special to the Marine Record.

The Tittabawassee Boom Company's tugs are doing a rushing business since they started up, having been idle 54 days on account of the strike. The tugs Jas. Hay, Robt. Weideman, Jessie P. Logie and Little Giant now compose the fleet.

The barge Star of Hope, Captain Pickle, that has been in ordinary for the last ten days, secured a load for Buffalo and left on Tuesday.

Dredge No. 3, belonging to Carkin, Stickney & Cram, has been hauled out at their yard, thoroughly overhauled and a new steel boiler put in.

The propeller Huron City and consorts C. H. Davis and Yankee arrived in the river Friday from Duluth and are discharging cargoes of lumber at the D. & P. M. R. R. dock, there to be transferred to Messrs. C. M. Hill & Co.'s retail lumber yards for sorting. The lumber is mostly selects and fine common and it is said will greatly sweeten up some of the Saginaw lumber, so to speak.

The propeller Wm. Rudolph and consorts D. H. Keys, Wolverine, and Mary Stockton all came in after the big blow, having been in Sand Beach during the gale. They all had stone as up freight.

The fine little steam yacht Laura M., formerly owned in this city by Harry Shaw, is now doing duty as a ferry at Milford, Nebraska, on the Blue river, 600 miles from this city.

The iron tug Record and consorts Fostoria, Pacific, H. W. Hoag and J. E. Sparrow got in the river yesterday morning. On arriving at Bay City a dozen tugs were alongside the barges, but the tug Maytham got ahead of the Record and the two tugs took the entire tow up town much to the disappointment of the harbor tug men who claim that the Record ought to be satisfied with her outside work.

The propellers Porter Chamberlain, Captain Hi Robertson, and consorts Bliss and Corning were on Lake Michigan during the recent gale, and arrived at Chicago on Wednesday morning. They lost 30,000 feet of their deck loads and had a big list to starboard, but otherwise were in excellent condition. The lumber was measured off to ascertain the exact amount that was lost.

Cram's wrecked pile driver is being thoroughly overhauled at their shipyard.

Lumber freights are firmer and have advanced. Rates are: Bay City to Buffalo and Tonawanda, $1.50; Saginaw to Buffalo and Tonawanda, $1.62½; East Saginaw to Ohio ports, $1.37½; Bay City to Ohio ports, $1.25.

SHAW.

DULUTH.

The propeller R. G. Stewart and the tug Maud Stone left Port Arthur for Duluth Wednesday the 9th with a dredge and four scows in tow, one of the scows having $5,000 worth of machinery aboard. A heavy storm was encountered when off Beavers Bay, and the tow was broken up. The dredge was brought safely into port, but the four scows were driven on the beach. The Stewart returned to release them.

The propeller China arrived Tuesday evening with news of the loss by fire of the Canadian propeller Prussia, fourteen miles of Rand Island and sixty miles east of Duluth. The particulars, as far as can be learned are as follows: The Prussia left Port Arthur, Ont., for Duluth Saturday morning, to load wheat for Montreal. About 4 o'clock Saturday afternoon fire was discovered near the boiler and burned so rapidly that the crew had barely time to get out the boats. There was not much wind at the time and the boats made for Rand Island light, stayed there all night, and reached Bayfield, Wis., Sunday morning safely. The wires being down between Bayfield and here, it is impossible to get any further news at this writing. The Prussian was built by L. Shuckluna at St. Catharines, Ont., in 1873, of 413 tons burden, and rated B1. She has been running on the north shore route, between Port Arthur and Michipicoten. This would have been her first trip to Duluth this season. The was owned by Graham, Horne & Co., of Port Arthur, valued at $20,000 and insured for $14,000.

Grain freights to Buffalo are a little better. About 400,000 bushels capacity at 3c and 120,000 bushels at 2¾c have been chartered within the past few days.

PORT COLBORNE.

Schooner Samana, which arrived Monday leaking, having sprung a leak while working in a heavy sea Friday last, is laden with wheat, and bound from Detroit to Ogdensburg. Extra men were put to work pumping her and were just able to keep her free.

The schooner Ganges arrived up with her jibboom broken, having sustained the damage in the locks. She will have the damage repaired at Detroit.

DETROIT.

Special to the Marine Record.

Sept. 15.—The new steamer City of Cleveland which was launched a few days since at Wyandotte for the Detroit and Cleveland Navigation Company, was towed up to this city on Saturday for completion. As a very elaborate account of her launching, with a fine sketch of the steamer, was given in the last issue of the RECORD, it would be faint praise for a repetition.

The past week has been one of unusual events throughout the lake region, and somewhat in advance of the equinoctial which is always looked for in the month of September, and the loss of life has been greater excepting the corresponding months of 1860 and 1872, when during the latter year a series of gales continued up to the month of October.

The schooner Dauntless, which for a short period was to be used for theatrical exhibitions at Sandwich, under an assumed name, has been released from her engagement and has gone into the lumber trade.

The steambarge Tecumseh, the other day, came too near the schooner Acontias and smashed her small boat, valued at $60, which she promptly paid for.

The new steambarge Juno, Captain Allen, has gone into commission and is freighting wood until something better turns up. She is 106 tons burden.

The tug Winslow, of Grummond's line, has been equipped for wrecking the remainder of the season. When not called elsewhere she will be found at Mackinaw.

The tug Torrent will retire at Trenton the remainer of the season unless specially called for.

The schooner Gordon Jerry, on her arrival here a day or two since, was libeled for $175, the claim being for an anchor chain.

The propeller E. K. Roberts has been undergoing an overhauling at the Springwell's drydock.

The tug Crusader brought a raft from Lake Huron to this city for Moffat & Co.

The tug Balize is under contract to bring a raft from French river, Georgian Bay, which she tows through to Clayton, N. Y.

The steambarge Manistique has gone into ordinary at this port.

The barge Baker arrived here the other day in a leaky condition, caused by heavy weather on Lake Erie.

The steamer Saginaw which has been engaged in the excursion business to and from Toledo, is about to lay up for the season.

A. N. Moffat, Esq., the efficient manager of the Star line of steamers, has exercised unusual generosity this season by granting free excursion tickets to various schools and school teachers in the towns along the shore from Detroit to Port Huron and Windsor to Port Sarnia. Invitations have also been extended to merchants between Detroit and Port Huron on steamers M. D. Ward and Idlewild whenever it suited their convenience.

Seamen's wages at Detroit have been raised to $2 a day, which prevails elsewhere.

The propeller Oconto was damaged in the recent storm on Lake Huron by the loss of some sheet iron plating which has been replaced.

The tug Winslow was dispatched to Oscoda to release the barge Wyandotte, scuttled at that place.

The steamer Pearl has arrived here, having discontinued her trips between Cleveland and Put-in-Bay for the season.

The recent bad weather put quite a number behind time by detention at various points westward from here.

The schooner Blazing Star which discharged coal here the other day, has the credit of saving the schooner Jane McLeod from total shipwreck on Lake Ontario in the late storm by towing her to Charlotte and placing her in charge of a tug at that port.

The propeller Badger State, by the late gale, was twenty-seven hours behind time on her downward trip.

Captain J. T. Douglass, marine inspector for the Western Insurance Company, of Toronto, arrived at Windsor Friday to investigate the Hackett collision affair. The Hackett is charged with racing at the time of the collision with the ferry steamer Hope, which in a measure is not denied.

The steamer City of Milwaukee, disabled on Lake Michigan a short time since, has been towed to Grand Haven where her repairs will be carried out by the Detroit Drydock Company, which will transfer the material by rail to that port.

Captain Ward's steamer Keweenaw has arrived at this port; meanwhile she will probably make a few excursions and then be laid up.

The propeller St. Louis, Captain Wm. Thorn, of the Lake Superior Transit Company, left here on Thursday with six mining cars, built in this city by the Peninsular Car Company for the Copper Falls Mining Company at Eagle Harbor.

The steamboat Island Belle, burned here a week ago Sunday, is a complete wreck. The insurance company have held a survey, but the results are at present unknown.

The steambarge Martinique, at present laid up at this port, has towed this season eighteen rafts from Lake Huron to Cleveland, Toledo, Detroit and Port Huron respectively, without losing a single stick of timber. It is a good record and well worthy of note.

The schooner George C. Finney reported seeing schooner Wm. Home under Long Point with a flag of distress flying. She is owned at this port by John Demas and was upward bound. The report of her being at anchor under Long Point has been confirmed by the schooner Lew Ellsworth which passed up Sunday night.

The barge Baker has gone into the Detroit drydock for overhauling.

The schooner Owasco, Captain W. A. Jones, is anchored off this port awaiting a charter.

Captain Grummond's wharf has been replanked and is now in first class order.

The schooner Corsican, which stranded on the north shore of Lake Erie some three or four years ago and out of commission since, has been partially reconstructed and is now being refitted for service again. She needs to go to Lake Michigan to renew her lease of life.

The propeller J. C. Gault, schooners Samana, Unadilla, Columbian and J. C. King have, within the past week, taken cargoes of wheat here for Buffalo, at 1¾c. freight. The propeller W. J. Averill is en route from Duluth with wheat for Detroit at 2¾c. This is ¼c. advance since my last report.

The schooner Grace Murray arrived here on Saturday minus her foresail which was lost on Lake Huron. She is owned by Captain J. M. Jones, of this city, who will probably lay her up the remainder of the season.

The lighthouse, building on Colchester reef, is now twelve feet above water, and only three or four courses will complete the outside stone work, and it is thought with favorable weather will be completed this fall. The recent storms have made no impression on it.

No reports have been received here relative to the progress made in raising the propeller Quebec, but advices are hourly expected.

News has just reached here of the burning of the propeller Prussia a day or two since on Lake Superior. She was built at St Catharines in 1873 and was of 458 tons burden. She was valued at $20,000 and insured for $14,000. The crew reached Bayfield, Wis., in safety.

On Sunday morning a dock at Windsor gave way which was laden with about 1,800 tons of coal, which was deposited in the river; that is to say, the major part of it, some 800 tons, at a depth of 22 feet of water. It is owned by J. & T. Hurley, coal dealers in this city.

The United States steamer Michigan returned to this port yesterday (Monday) from her western tour and anchored in the offing.

The schooner John Magee which loaded here a cargo of wheat for Ogdensburg a short time since, fell short 48 bushels.

The schooner Reindeer has not been heard from since the recent storm, and considerable anxiety is felt regarding her safety. She is owned by Messrs. Merick & Esseltyn of this city.

There arrived at this port yesterday a salt water steam yacht named the Sybilla. She is owned in Philadelphia and has on board a pleasure party, and is en route to Lake Superior under the pilotage of Captain Neil Chatterson, formerly of the propeller India. She is built of steel, 100 feet long and 17 feet beam. The party are on a hunting expedition, and intend landing at Marquette. She came by the Hudson, thence Erie canal to Oswego and Welland canal, making a brief call at Buffalo. HALL.

MARQUETTE.

The captain of the propaller W. L. Frost, which arrived here Monday, reports having passed the burning hull of a propeller between Devil and Outer Island. She was painted white with green rail. She had been abandoned.

The Canadian propeller Prussia burned and sunk on Lake Superior Saturday afternoon. Her crew reached Bayfield Monday.

The steambarge Iron Chief which arrived here reports having passed a large sized sail boat with sail set about seven miles off Au Sable Point. She was lying on her side and nobody was aboard of her. It is feared the crew has been drowned.

MANITOWOC.

Special to the Marine Record.

Your correspondent left Frankfort on the 5th in the stanch steamer I. W. Weston, Captain Thomas Waters, making connection at Manistee with the Goodrich propeller Depere. Left for Milwaukee in the evening with smooth sea and everything promising a fine passage. The boat was heavily laden with lumber and salt, but ere morning things had changed. The steamer was laboring in the terrible gale that set in during the night, and running in the trough of the sea, she tossed and pitched at such a rate that crockery, furniture, etc., rolled about like foot balls. Occasionally a wave would dash over the side, flooding some of the state rooms, among them your correspondent's, who at that time was busy paying tribute to Neptune, and would have been glad to trade Lake Michigan for just one foot of land. We made Milwaukee at 8 a. m., much to our relief. It was our intention to complete the run to Manitowoc with Captain B. Sweeney, of the steamer Chicago, but kindly refused the offer and went up on the cars. At Milwaukee we saw the old man of war Michigan, also saw the stranding of two large lumber scows which broke away from the tug Thomas Spear, also witnessed the fine yacht Idler battling against a head sea and wind. She made the harbor in safety. She had been up to a Lake Superior port.

While on the train near Ostburg in looking out of the car window I noticed a vessel apparently in distress, and in a few minutes she capsized, and since I learned that it was the schooner Advance. Five men lost their lives, only one escaped.

At present writing some wreckage is washing ashore at Two Rivers, nine miles north of this port, indicating that the scow Milton, of Milwaukee, is also a victim of the gale, and that the entire crew were drowned in attempting to reach shore. They were Captain Julius Mathiason, aged 32 years; Edward Mathiason, aged 26 years; and Charles Mathiason aged 20 years. Fred Hanson, aged 50 years, was another of the crew, but the name of the cook, who is a Milwaukee man, is unknown. Captain Mathiason leaves a wife and two children.

The scow Nellie Church is ashore at Two Creeks, twenty miles north of this place.

Rand & Burger are building a tug for parties in Marrinette, of 80 feet keel, 18 feet beam, 9 feet hold; and James Butler has in course of construction a schooner that will have a capacity of 40 M lumber.

Captain Byron Burmeister, well known on the lakes, was married on the 9th to Miss Mary Falge, of this place, and we hope that their voyage through life will be a prosperous and happy one.

It is rumored that Ed Conway, a leading grain dealer, will soon be appointed deputy collector of customs at this port in place of the present incumbent, George S. Burnett, who has held the office for some years past, but whose head will soon fall into the basket. BURMEISTER.

CLAYTON.

Special to the Marine Record.

The steamer St. Lawrence and Ontario took excursions to the Ogdensburg fairs. While the steamer Ontario was lying at the warehouse dock taking her passengers, and the steamer St. Lawrence was coming down the river from Wrights stone dock, some one on the dock was told to let go of the Ontario's lines without orders from the officers on board. As the captain was not on board, and the engineer was ashore getting some thing for the boat, the Ontario swung around, causing quite a panic on board, but the engineer succeeding in getting on board and by some help was fortunate in getting the boat to another dock. This was probably done to give the St. Lawrence the dock. The individual who gave that order will no doubt have a law suit on his hands as the penalty for cuting a steamboat adrift with no officers on board is severe. They have a nut that they can't crack when they come down to marine laws.

Captain John Oades of Detroit left for home last week.

The great storm of last week made things rather dull on the river. We are in hopes to see the grain trade liven up this way this fall and see some of those big fellows sailing down the St. Lawrence.

The yacht men are watching the papers and making comments on the great race at New York, between the Puritan and Genesta. Of course we want our side to beat and were pleased to hear that in Monday's race the Puritan captured the Genesta. B.

COLLINGWOOD.

Propeller Rhoda Emily, corn laden from Chicago, ran aground Sunday during a dense fog on the rocks on Cove island. She released herself by jettisoning 8,000 bushels of grain and arrived here uninjured.

BAY CITY.

Special to the Marine Record.

The barge Old Concord, Captain Frank Holland, arrived in the river Saturday and is loading for the Sturtevant Lumber Company of Cleveland. Captain Holland tells a thrilling story of the bursting out of the propeller Cleveland's boiler bottom. He states that upon hearing the hissing noise, Engineer Robertson and one of the firemen made a rush for the after stairway leading to the cabin deck. The fireman being ahead, Engineer Robertson made for the port hole by the timber heads, and had got two-thirds through when the crash came, scalding his legs and the fireman in bad shape. The cook who was directly over the fire hole front, started for the door, but fell on the deck just outside the cabin, scalding her arms terribly. The sufferers were taken aboard the Concord where everything was done to alleviate their sufferings. The tow line of the Cleveland was taken by the Concord under sail and towed about seven miles when she was picked up by the steamship Wocoken.

War among the tug men has broken out afresh. The tug Tom Maytham, bidding against half a dozen others, recently, on the barge Myron Butman and barge St. Joseph, got down to $6 for the Butman and the St. Joseph's tow bill thrown in, from this city up town. The regular tow bills would amount to about $35.

Eli Lixter's fish house that has stood at Au Sable for the past sixteen years, was destroyed by the recent big flood.

The old barge Susan Ward that went to pieces at Oscoda, in the recent flood, formerly plied between this city and Detroit.

The tug Laketon, belonging to Frank Wheeler, that went to Lake Superior last week with the barge S. T. Atwater, loaded with lumbermen's supplies for E. G. Goddard, who is lumbering in Tegnamenon Bay, is commanded by Captain John Henning; Byron Armstrong as mate, and John F. Cody as chief.

Captain Robertson, of the steamer Metropolis, is very proud of his boat for her behavior in the recent blow in which the Metropolis was out in on Saginaw Bay.

The new steambarge built by Wheeler & Crane, of West Bay City for the Mills Transportation Company, a full description of which was given last week, was successfully launched at 3:30 o'clock last Saturday afternoon. The launch was witnessed by about four hundred people.

Tuesday morning when the propeller Wm. St. John left Caseville for Bay City she took in tow a seine boat belonging to James McDonnell, the fish dealer of the city. It was occupied by Ben Castonguay and Ap. Granville, two fishermen employed by Mr. McDonnell. The sea was rolling high by the time the St. John got upon her course, but the little seine boat rode the waves nicely and a safe trip was promised, but when an hour's run from Helsterman Island, this way, the boat seemed to become unmanageable and soon capsized, Mr. Castonguay being drowned. Granville was rescued by the St. John. Castonguay's home was in Canada. SHAW.

ADVERTISEMENT.

FAIRPORT HARBOR, OHIO.

U. S. ENGINEER OFFICE,
No. 292 PROSPECT STREET,
CLEVELAND, O., Sept 7, 1885.

SEALED PROPOSALS in triplicate will be received at this office until 11 o'clock a. m., Friday, October 2, 1885, for the removal from the channel between piers at Fairport harbor, O., of the wreck and cargo of the schooner J. J. Hill.

Blanks for proposals and specifications and instructions to bidders can be obtained at this office. The United States reserves the right to reject any and all proposals.

L. COOPER OVERMAN,
Major of Engineers.

NOTICE TO OWNERS OF SCHOONER J. J. HILL.

U. S. ENGINEER OFFICE,
CLEVELAND, OHIO, August 29, 1885.

NOTICE is hereby given to owners and all other parties concerned in any manner with the schooner J. J. HILL or her cargo, now sunk in and obstructing the channel between piers at Fairport Harbor, Ohio, that they must remove said schooner and cargo from the channel within thirty days from this date. In case of failure on their part to do so, the vessel and cargo will be treated as abandoned and derelict and the Hon Secretary of War, in accordance with the 4th Section of the Act of Congress, approved June 14, 1880, will proceed to remove the same and to sell them at public auction for the benefit of the fund for the removal of such obstructions.

By order of the Secretary of War.

L. COOPER OVERMAN,
Major of Engineers.

CLEVELAND HARBOR, OHIO.

U. S. ENGINEER OFFICE,
CLEVELAND, OHIO, September 5, 1885.

SEALED PROPOSALS in triplicate, addressed to the undersigned, will be received at this office until 11 o'clock a. m., Monday, September 21, 1885, for delivering and placing eight hundred cords, more or less, of Rubble stone filling in the Breakwater, at Cleveland, Ohio.

Forms, specifications and other information can be obtained at this office.

The U. S. reserves the right to reject any or all proposals.

L. COOPER OVERMAN,
Major of Engineers.

Scow for Sale.

The undersigned offers for sale the Scow EMILY AND ELIZA. Price $1,300, one third cash, balance in one and two years with good security. She carries 137 tons, is ten years old, was rebuilt two years ago. Her fit-out is all new. Address,

CAPTAIN D. FETTERLY, Oak Harbor, Ohio.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XXXV.

During the season of 1846 the casulties by ice at Buffalo harbor were beyond precedent in the annals of lake navigation, entailing the loss of thousands of dollars. The damage to vessels is as follows:

STEAMERS.

G. W. Dole, wrecked, $6,000. St. Louis, $500.

STEAMBOATS.

Rochester, broke from her moorings, $2,000. Constitution, $300. De Witt Clinton, broke from her moorings, $500. Chautauqua, upper works entirely gone, shaft broken, engine damaged, and lost two boats, $6,000. Lexington, lost an anchor and chain, $1,500. United States, slight damage to hull, $300. Wisconsin, estimated at $2,000. Indian Queen, forced out of Buffalo harbor, and grounded on Horse-shoe reef, $5,000.

PROPELLERS.

Princeton, damaged in hull, $200.

BRIGS.

Globe, $200. Illinois, bulwarks stove in, and outfit damaged, $200. Essex, damaged in hull and outfit, $300. Uncle Sam, outfit carried away, $100. Osceola, bulwarks stove, windlass and rigging damaged, $500. Hoosier, damaged in hull and outfit, $200. Europe, damaged in hull and outfit, $500.

SCHOONERS.

Stranger, boom broken and rigging damaged, $300. Huron, hull and outfit damaged, $200. Avenger, foremast and bowsprit carried away, $500. United States, $400. Daniel Webster, stern stove in and other damages, $1,000. Rainbow, lost mainmast and bulwarks, $300. Dolphin, hull damaged badly, $800. W. A. Adair, forced against the steamboat Wisconsin, $500. Vermont, estimated damage, $350. Constitution, damaged in hull and outfit, $200. Joseph Ward, main boom gone and hull damaged, $400. General Harrison, lost anchor and 20-fathoms chain, $200. Baltic, damaged in hull and outfit, $100. Marion, rigging carried away and damaged, $150. Jane Louisa, damaged outside of Buffalo harbor, $200. Empire, ashore outside the harbor, $400. H. M. Kinne, forced against the pier, $300. W. Woodbridge and four others jammed outside, $1,500. Dayton, lost bowsprit, main-boom and bulwarks, $500. G. N. McWhorter, badly damaged, $500. Harriet Calvin, damaged in outfit, $200. Free Trader, cutwater, sternpost and otherwise, $500. Convoy, damaged in hull and outfit, $200. Martha Freme, bowsprit gone, hole in side, $150. Barcelona, jammed against steamboat Lexington, $400.

In addition to the foregoing the wharves below Main street were much damaged by the ice, also the apparatus for hoisting cargoes from vessels attached to the stores were swept clean for a long distance, entailing several thousand dollars damage.

Following disasters occurred from summer and fall gales during the season:

Steamboat Chautauqua, ashore on Erie peninsula; got off.

Steamboat Bunker Hill collided with brig Fashion on Lake Erie.

Schooner Free Trader lost a man overboard in Lake Huron.

Steamboat General Scott burst her boiler near Mackinaw; three lives lost.

Steamboat Cleveland damaged against Cleveland piers.

Brig Ellen Parker, with a cargo of wheat, ashore at Buffalo.

Steamboat Constitution, disabled in a storm on Lake Erie.

Steamboat Empire broke one of her wheels off Erie.

Schooner Racine, cargo of salt below Madison dock; got off.

Schooner Marengo lost all her sails in a gale on Lake Erie.

Schooner Swan, ashore near Barcelona, and released.

Brig Osceola, a total wreck near Silver Creek; captain and four others lost.

Schooner Harwich, ashore near Barcelona; damage slight.

Steamer Indian Queen, ashore near Silver Creek; got off.

Sloop Brandywine capsized off Barcelona; total loss and three lives.

Schooner Charles Howard, ashore at Erie and got off.

Schooner United States, of Detroit, ashore below Erie; got off.

Schooner J. H. Lyon of Toledo, ashore near Erie; got off.

Schooner Dayton of Black River, cargo of merchandise at same place.

Brig H. H. Sizer, a total wreck near Erie; crew saved.

Schooner Pinta on the beach and one man lost.

Schooner Oneida, ashore near Ashtabula; got off.

Schooner Rainbow, ashore at Buffalo near Block House.

Brig Ainsworth, ashore near Oswego; got off.

Schooner Lexington foundered with all hands in Lake Erie.

Steamboat Helen Strong, wrecked near Barcelona; several lives lost.

Brig John Hancock, ashore seven miles above Erie; got off.

Schooner John Miller, ashore five miles below Niagara river, Lake Ontario.

Brig Liverpool, ashore at Port Dalhousie, Lake Ontario; got off.

Schooner Malcolm, with cargo of wheat, stranded near Oswego.

Steamboat Waterloo, Captain Midmer, wrecked in Georgian Bay.

Steamboat Boston, wrecked at Milwaukee and a total loss.

Steamboat Brothers, sunk in the River Thames below Chatham.

Schooner Marshall Ney sunk by propeller Cleveland at Cleveland.

The total value of exports from the port of Detroit during the season of 1846 was $2,495,335.50; from the port of Monroe, same season, $800,241.06; from St. Joseph, $601,555.98, and from all other Michigan ports, $750,476.75. Grand total, $4,647,608.04.

The steamers built on the upper lakes in 1846 were the Albany, 669 tons, low pressure, built at Detroit. Hendrick Hudson, 759 tons, high pressure, at Black River, O. Louisiana, 900 tons, low pressure, at Buffalo. The Hudson had the engine first in the Empire placed in her; the Louisiana the engine formerly in the Thomas Jefferson; the Albany's engine was formerly in the steamboat General Porter. Steamboat Saratoga, 800 tons, high pressure, built at Cleveland. Canada, low pressure, built at Chippewa, C. W. Islander, 73 tons, high pressure, built at Kelly's Island. On Lake Ontario the *Magnet, of iron, the material of which was prepared in England, was put together at Kingston, Ont. She was 500 tons and low pressure. Cataract, 577 tons, built at Clayton, N. Y. British Queen, 254 tons, low pressure, at Wolf Island, L. O. Passport (iron) 407 tons, low pressure, built at Kingston, Ont., and is yet in commission.

Several of the above boats did not commence plying until the season following their construction.

There were landed at the port of Buffalo from the opening of navigation up to June 1: 350,517 bbls. of flour, 20,077 bbls. of pork, 15,833 bbls. of beef, 453,765 bu. of wheat, and 251,402 bu. of corn, a large increase over any former season.

An old pioneer, calling on the writer a few days since, questioned the appointments given in a previous chapter and more especially those of 1836 regarding both steam and sail vessels, a few of which were omitted. Not wishing to traverse backward they will be brought briefly into notice as taken from the records of the time referred to: The steamboat Monroe was, in the spring of 1836, first taken command of by Captain H. Whitaker who during the season retired. Captain Cotton, of the brig Queen Charlotte, took the Monroe and sailed her the rest of the season. As appears by the Detroit Custom House books the ship Milwaukee, Captain Wm. Dickson, entered at that port June 10, 1836, en route from Buffalo to Chicago, which is sufficient evidence that she was in commission that year.

Of the appointments of other sail vessels the following are appended: Brig Illinois, Captain Jas. Shooks. Brig Indiana, Captain Augustus McKinstry. Brig John Kenzie, Captain Baker. Schooners White Pigeon, Captain C. W. Newhall and J. G. King, Captain Chauncey Stillman, which are the vessels referred to.

Of the other sail craft appointments in 1837 to which our attention has been called, the following are summarized: Brig Queen Charlotte, Captain Wm. Keith. Brig Ramsey Crooks, Captain Stanard. Barque Detroit, Captain Rutter. Brig John Kinzie, Captain Thompson. Brig Illinois, Captain Whittemore. Brig Indiana, Captain John Kline. Brig Manhattan, Captain John Stewart. Schooners Mary Elizabeth, Captain W. H. Barse, and Ralph Granger, Captain O. Shepherd. Ship Milwaukee, Captain Wm. Dickson. E. Bancroft, Captain J. C. Benjamin. Ben Barton, Captain Humphrey. Jacob A. Barker, Captain Robert McKniff, which are the other appointments referred to and are correct according to the records.

During the navigation of 1846 the steamboat London, a Canadian craft, Captain H. Van Allen, was considered one of the fastest steamers plying between Buffalo and Detroit, making the run in 24 hours, with three landings.

PURITAN AND GENESTA.

The following is a correct comparison of the two yachts in every particular of measurement:

	Genesta.	Puritan.
Length over all	96.04	93.10
Length at load water line	81.06	81.60
Extreme beam	15.00	22.44
Draught	13.50	8.09
Mast from deck to hounds	52.00	60.00
Extreme boom	70.00	76.00
Bowsprit, outboard	36.06	38.00
Spinaker boom	64.00	——
Perpendicular from topmast head to deck	97.02	102 01
From end of boom to tip of bowsprit	140.05	144.60
Gaff	46.00	47.00
Sail area, N. Y. Y. C. rule	7,381.00	7,982.00
Sailing measurement	83.05	83.85
Tons of ballast on keel	70.00	27.00

RAFTING ON THE UPPER MISSISSIPPI RIVER.

Written for the Marine Record.

BY THE SECOND ENGINEER.

PART V.

A little more than two hundred miles above St. Louis are the Lower rapids, as river men term it, but properly called it is the DesMoines rapid. This rapid, in high water, was one of the best places on the river to float, as it is wide and straight, but in low water it was swift and treacherous. Its bottom being rocky it was almost impossible for a boat to run up stream over it in low water. One hundred miles further up the river is the Upper rapid, which is much such a place as the former, save, perhaps, that it is a little less swift of current. The length of the Lower rapid is twelve miles, the Upper eighteen miles. In the primeval days of rafting, these two rapids were the only barriers encountered by the pilots. At each of these rapids they engaged special pilots and often they employed extra men, for sometimes they had to double the crew. When the water fall became too low to run whole the raft would be made narrower, and in a lower depth of water they would make the raft shorter, or run "half raft, half length," with a double crew, that is, two men at each oar. Still lower depth of water they would "chunck" her, which was to take the raft over in small pieces, in which case they must swing the sharp points by means of an anchor. This extra work at the rapids gave employment to large numbers of men and added days of time to the trip of each raft.

As the rapids were always there, nothing was thought of it until in 1853-'4, the first bridge on the river was commenced, crossing at the lower end of the Upper rapids. As the sturdy piers grew up out of the river's depths a fear arose in the breast of every pilot, for they apprehended every special danger the power of imagination could conjure up. The engineer, in his plan for this bridge, took into consideration the shape of the shore, hence the massive wooden structure was hurled from shore to shore at a possible right angle. But the current did not follow the bent of the shore, but instead came across between two chains of rocks from the Iowa to the Illinois shore, at an angle of about forty-five degrees. The pivot pier was placed at the Illinois shore, and it was discovered when too late that the current, instead of running down through the bridge straight, rushed in a regular whirlpool across the upper end of the pivot pier, with a corresponding action upon each other pier of the bridge. I will here remark that it was a dangerous feat for a powerful steamer to run the Rock Island bridge, and many a one was damaged beside the loss of several. Pilots dreaded this bridge as they would dread the guns of a fort of an opposing army. The rapids pilots had noted with wonder the steady growth of the rocky piers and when they came to float them they struck, filling the river with loose lumber or logs. Here there was a new issue, for the pilots, who had made the rapids a study, were at a loss, and had to learn that part of the river over again. They had to learn the action of the water upon the piers at different depths. They had also to learn to calculate the wind, which education only came by experience, and experience in this school was very expensive, for it meant break up after break up.

Rafting having increased in magnitude men were commencing to look about them for something to make it easier and more certain. As has been stated, the towing through the lakes was done by hand, that is, the men, walking on the bank with a line over their shoulder, would "cordel" the raft along. One of the first innovations made upon the old system was the introduction of a steamboat to tow through the lower lakes, and the boat was a frail craft which could hardly tow faster than the men, in fact, to aid this primeval craft, they would sometimes, when the wind was proper, raise a sail and aid steam power by wind force. But the principle was a success and in a short time a large tow boat was chartered, and at least one was built large and powerful enough to tow four or five rafts at a time. At the foot of Lake St. Croix she would turn the tow loose, and they would float the thirty miles of river to Lake Pepen, when the boat would again hitch in and tow on through to Reed's Landing. The progress was very slow, sometimes not over a half mile an hour. At the foot of the lower lake they would turn them loose and the boat would go back after another tow. This towing was paid for by the string, and resulted in a fortune for the owners of the boat. Captain Ames first became prominent in this raft towing business, he having built the tow boat Minnesota for that purpose, which boat was afterward owned and operated for years by Captain Young, who commenced river life in the engine room. Though they could tow the rafts they had no idea of steering them with the boat, the rudder being useless; therefore, getting behind the tow the boat would merely shove straight ahead, and if a change of course was necessary it was made by the man at the oars, and the bow of the raft as in case of floating. No one had dreamed of utilizing a steamboat below the lakes. No man thought a boat could be used in rafting on the river, for boats drew too much water, they said. The expense and trouble of transporting crew and "kit" up the river by boat was considerable, and in low water very uncertain and tedious. Cyrus Bradley, a floating pilot, and a gentleman of progressive ideas, combined with some wealth, concluded to dispense with the stern crew and use a small steamboat to move the stern of the raft, which boat could be used to take the raft crew back up the river. He figured on the expense of the men who would no longer be required, which, when added to the cost of bringing them back up the river on the packet as compared to the sum paid for charter of the boat, price of fuel and hire of an engineer, would leave him a snug sum in pocket. Captain Bradley presumed upon the expediency of the venture for some time, being thoroughly laughed at by everyone to whom he made known his plans. However, at last he chartered a small side wheel, geared motion steamboat of about thirty tons burden, called the Union, a boat built to run in Chippewa river. The boat was then lashed across the stern of the raft and the trip begun, the raft floating, the steamer going down the river side-wise. The pilot directed the course from the bow corner of the raft as usual upon floating rafts, the men moving the bow by the oars, while the stern was operated by the steamboat. 'Mid many jeers and prognostications of failure by cotemporaneous pilots, Captain Bradley started upon the trip. Fulton was not laughed at more than was Bradley, nor was the initial voyage of the Clermont more anxiously watched than the first voyage of the Union fifty years after. The Union made the trip. She fulfilled the most sanguine expectations of her master, and lastly she decided the future of rafting as far as steamboats were concerned.

LLOYD'S REGISTRY.

An important step, as affecting the rules of construction of iron and steel mercantile vessels of the future, has now been completed. The Liverpool underwriters' registry for iron vessels has at last been absorbed into and amalgamated with Lloyd's register, apparently on very fair and suitable terms, as regards the vessels now taken over. This arrangement cannot but give an access of authority to the Lloyd's registry, and a better position to those vessels which have now been transferred to it. There is only one serious doubt that may arise as to the general benefit of the arrangement, and which we think is likely to be present to the minds of many who have hitherto pinned their faith to the Liverpool registry. The doubt is this: That hitherto the Liverpool registry has been the most influential leader of opposition to many of the technical engineering rules and scantlings of the Lloyd's staff of surveyors. Under these circumstances, and since that opposition has ceased to exist, may not the surviving body become more and more harshly arbitrary in their rules and dogmas, which in many cases may not meet with the approval of the shipping world at large? Some little danger may result from this, but the actual effect for good or for evil will depend almost entirely upon the action of Lloyd's registry in keeping pace with the times, and the constant improvements that are being made in the design and structure of commercial steel and iron vessels. There is not nearly the same danger of the views of the now sole remaining arbitrating body, as to correct design and structure of vessels, being narrow and incompetent, as might have been the case some twenty or thirty years ago. The present chiefs upon the staff of Lloyd's surveyors have latterly signalized themselves most admirably in the active part they have taken in the tabulation of results, and in scientific discussions of all the latest improvements, both in material and structure, that have lately been introduced into the construction of our mercantile marine. Mild steel would never have taken its present honored and secure position in marine construction, without the careful research and compilation of results, so constantly published at scientific meetings by Mr. Parker, for which his official position gave him exceptional opportunity. A much graver responsibility now, however, devolves upon Lloyd's surveying staff than hitherto, inasmuch as the cessation of all practical rivalry leaves them sole arbitrators as to rules, regulations, and scantlings of mercantile shipping, the exigencies of modern insurance practically throwing the whole of our mercantile marine under their sway. Such an irresponsible monopoly of power is a very dangerous thing and we trust that their future action will be rather to lead than to hamper shipbuilders and marine engineers in improvements and modifications which from time to time must arise in the hulls, boilers, and engines of our mercantile marine, to enable us to keep our present prominent position in the carrying trade of the world.'—*London Marine Engineer.*

THE Black Diamond says: The exports of coal by lake from Buffalo, as ascertained by an examination of the daily list of departures from the opening of navigation to August 1st, were as follows:

	Tons.		Tons.
To Chicago	260,430	To Kelly Island	520
To Duluth	61,470	To Manitowoc	2,850
To Lake Linden	500	To Kenosha	1,600
To Winslow	380	To Detroit	6,750
To Saginaw	2,710	To Racine	11,530
To Marquette	7,980	To Sheboygan	3,300
To Muskegon	1,180	To Milwaukee	166,860
To Depere	1,030	To Green Bay	15,300
To Escanaba	700	To Hancock	3,350
To Toledo	23,340	To Washburn LS	4,760
To Ashland	1,450	To Bay City	300
To Marine City	400	To Superior	39,100
To Port Arthur	1,400	Other Points	6,000
To Sandusky	9,520		

No distinction is made in manifests with regard to hard and soft coal.

SCIENCE—
Editor's Office.
SEP 19
Cambridge, Mass.

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

The canal boat Ostrich, recently sunk near Jefferson street bridge has been raised.

E. N. Peck, of Detroit, president of the Northwestern Transportation Co. was in the city yesterday.

H. D. Coffinberry, president of the Globe Shipbuilding Company, went to New York last week to witness the yacht race.

The superstructure for the new lighthouse at the end of the breakwater is making fair progress but it will hardly be completed by the 1st of October.

Schooner Emma Hutchison received a new forefoot, some plank in her bottom and buts calked at Globe Drydock. The Forest City will probably go into drydock for necessary repairs when she is unloaded.

Captain R. Neville, has been appointed master of steamer N. K. Fairbank, which went light to Marquette to load ore for Chicago. Captain Hugh Hastings has retired permanently from the lakes. He will make his home at Milan, O.

The steamer Saginaw, which has caused so much trouble to local inspectors at Chicago arrived here from Toledo on Monday night. She is painted so loud that the captain is kept awake nights. She brought down a party of excursionists and returned to Toledo Wednesday morning. Captain C. F. Moore is in command; William Campbell, engineer.

Mr. Hugh Hastings has sold one-quarter interest in the steamer N. K. Fairbank to Captain Richard Neville and others for $10,000; Mrs Katie Glass one-quarter of barge Transport to Harry May for $500; also it is understood that Harry May has sold one-quarter of the schooner Star of the North to Captain C. Glass for $150, and the latter in turn sold same to J. W. Surles, master of propeller A. A. Turner for the same price.

George W. Howe, collector of customs at this port, tendered his resignation on Tuesday, and J. W. McKinney Esq. nominated for the position. Mr. Howe has made an able collector and will go out of office bearing the best wishes of all who have had any official transactions with him. He will make a trip to Europe, the latter part of the month. The appointment of Mr. McKinney is a judicious one and will be heartily indorsed by all having business at the Custom House.

Captain Maxwell, master of the George Sherman, Captain Montague, mate, and the crew arrived at this port yesterday morning from St. Ignace. The schooner is reported a total loss and the insurance agents are recovering what they can of her outfit. The Sherman was going at the rate of nine miles per hour when she struck the center of the reef where there is about four feet of water, Captain Maxwell being deceived as to his bearings by the buoy, which was about a mile S. and W. from its position as laid down in the lighthouse book.

SAND BEACH.

Captain R. M. Wagstaff, superintendent of the harbor of refuge, reports to General Poe that the damage inflicted to the breakwater involves 130 feet of the face wall, and 500 feet south of the beacon light was entirely washed away, and about 100 feet more started. The dock about 500 feet south of the light is badly broken, and on the south pier two-thirds of the dock is entirely gone and a large quantity of stone was washed out of the cribs. It will cost several thousand dollars to repair the damage. An engineer has been sent to Sand Beach to make an examination of the breakwater.

TOLEDO.

The schooner Gifford, iron ore laden, and Guinair, coal laden, arrived to-day.

The government boat Uncle Sam has received a new mast at this port.

The contract for driving the line stakes for the new straight channel has been awarded to George Quick, who begins work on or before the 1st inst.

BUFFALO.

The steamer Wallula, with her big cargo of flour from Duluth was struck by the recent storm off Thunder Bay and her tow, the schooner W. S. Crosthwaite lost a couple of jibs and the schooner S. H. Foster two jibs and the fore and main sails.

The propeller H. J. Jewett was struck by a squall on Lake Huron, her port door being stove in and about 200 barrels of her deck load of flour being lost.

D. S. and Emmett Austin, comprising the firm of Austin & Co., ship chandlers, assigned to W. Hickman. The preferred creditors are Mrs. Kitty Young, $249,23; L. Waterbury, $239.68; George W. Austin, $250; Mary E. W. Austin, $2699.30. Arthur W. Hickman, the assignee, has petitioned the court for permission to file a provisional bond and continue the business until the close of navigation. The assets consist of stock valued at $8,500; outstanding accounts aggregating $3,500, and the individual property of D. S. Austin which is worth above all incumbrances about $10,000. The liabilities amount to about $14,000.

The old Union Steamboat Company's warehouses at the foot of Lloyd street will be made into warehouses by the Lackawanna Road, which bought them for use in the lake trade.

H. H. Baker & Co. are filling an order for canvas from Mount Carmel, Jerusalem. They have already made three shipments to that historic place.

Mr. H. G. Trout has received the following from Mr. T. W. Kirby, of Grand Haven, regarding a wheel recently ordered by him: "The wheel that you sent me for the steamship H. S. Pickands last fall is a perfect success. Her capacity is 1220 gross tons of iron ore, draft of water with coal on 14 feet. She has a low pressure engine 36 inches in diameter and 36 inches stroke and her time is nine miles loaded and ten miles light; her average consumption of coal is ½ ton per hour. This is remarkable for the size boat and size of engine, so your wheel must get the credit of doing this work."

MILWAUKEE.

The bodies of Captain Paulson and Harry Hale, of the crew of the schooner Advance, washed ashore at Port Washington last Friday. The scow Milton went ashore at Two Rivers, and there are no further hopes for the crew.

The Nassau, coal laden for Chicago, put in here disabled in her center board. The schooner C. J. Roeder, for the same port, is here leaking.

The disabled steamer City of Milwaukee left for Grand Haven in tow of a tug.

The schooner Emma Leighton 82 tons ashore at Rawley's Bay, is a total wreck. She was owned by George C. Thompson and Charles Olson. An expedition is to be sent to the schooner Belle, 118 tons, of Racine, ashore at the same place. At the time she went ashore the Belle was light and lying at a dock waiting to load. The storm came up and she was compelled to anchor out in the bay to avoid being pounded to pieces. Although she had sixty fathoms of chain out, her anchors failed to hold her, and she dragged ashore. Her windlass was tore out

The schooner John Bean, Jr., of Chicago, which was sunk by colliding with a pier at Muskegon several weeks ago, was discharged from the drydock at Grand Haven on Friday.

The propeller Philadelphia picked up near the Manitous the disabled tug John Smith, of Manistee, which was drifting before a heavy gale, and towed her to Frankfort.

Captain James Doyle, and old lake navigator died Sunday in his eightieth year. He had been retired from the lakes for some years.

The bodies of Martin Peerson, mate, and Charles Ingerberetzon, a seaman of the lost schooner Advance, were washed ashore at Port Washington yesterday.

CHICAGO.

Special to the Marine Record.

The schooner Waukesha, Captain Hagen made a remarkably quick trip from Tawas City to this port last week being 52 hours only accomplishing the run.

The propeller A. B. Taylor, Captain R. T. Rogers, arrived from Saugatuck Monday morning with 8,000 baskets of peaches.

The steambarge George C. Markham collided with Lake street bridge Monday afternoon when going up the south branch. The steambarge sustained considerable damage to the rail and bulwarks on her upper deck, and the railing and side walk of the bridge was badly damaged. The bridge was closed and a large number of persons were passing over at the time of the accident but luckily no one was hurt.

The tug Morford of Dunham's line arrived from Milwaukee Sunday night having in tow the schooners Nassau, White Oak, Mystic, Westchester, Clipper City, and C. J. Roeder. The tug went to Milwaukee to tow the Nassau, whose centreboard had been lost, to this port and found the other schooners there windbound.

Captain A. E. Goodrich, of the Goodrich Transportation Company, died at his residence, 1474 Michigan avenue, Monday morning. A large number of vessels in harbor have their flags at half mast as a mark of respect to his memory.

Captain M. Paulson, who perished last week when the schooner Advance was wrecked, and whose body was washed ashore, was buried Tuesday afternoon at Graceland Cemetery. A large number of his old friends followed his body to its last resting place.

Mr. James Myers of the firm of C. Elphicke & Co., vessel agents of this city, met with a serious accident last Sunday morning about 3 o'clock. He retired to rest Saturday night at his residence and whilst asleep he got out of bed and went to the window and opened it and jumped out, falling a distance of nearly forty feet and breaking his thigh and arm and bruising his body badly. It is almost a miracle that he escaped with his life. He is doing well, but will be incapacitated from attending to business for some time to come.

The schooner Cecelia, lost on Jacksonport reef, was valued at $4,000 and was uninsured, although the cargo was insured for its full value in the British American Insurance Company. The Cecelia was built in 1868 by Gregory at White Lake.

The schooner Winnie Wing, Captain P. Petersen, arrived Tuesday morning with lumber from Ludington. When off Milwaukee Monday morning she encountered a heavy squall which split her foresail and jib topsail. She was supplied with a bran new foresail and mainsail during Tuesday.

At Miller Brothers Drydock the tug Mary McLane and schooners Mystic Star and S. B. Pomeroy were in to have leaks stopped; the tug Lucile to have the iron on her bottom fastened; steambarge Rumbel for a new wheel; tug John Gordon to have stern bearing fixed and a leak stopped; the barge Peshtigo for calking; propeller Armenia had her shoe repaired; the steambarge Ida M. Torrent to have a loose wheel tightened; the schooners Otter and Glad Tidings for some new plank and calking; the schooner Marion W. Page received new main mast and main topmast.

At the Chicago Drydock Company's the steambarge Charles Rietz was in for fixing stern bearing and wheel; schooners Delos de Wolf, H. C. Winslow, Bay State, and Jesse Phillips were in to have leaks stopped; tug A. G. Van Schaick to have stern bearing fixed; the scow Mocking Bird for a piece of new keel and to have leak stopped; the propeller H. D. Coffinberry for bottom calking; the schooner Nassau got a new board; the scow South Haven a new mainmast.

Captain David Dall's schooner arrived Monday morning with a cargo of wood from Grand Haven, she having undergone repairs at T. W. Kirby's shipyard at that port.

Captains Louis Groh and James Inman, formerly of the tugs Union and Satisfaction, had their certificates suspended by the local inspectors last week, the former for thirty and the latter for sixty days.

Business on the lumber market has been very dull this week. Monday at noon there was but one vessel on the market, and on Tuesday at the same time there were but two. Nearly twenty tugs were lying around at the docks waiting for something to do.

Miller Brothers' schooner Major N. H. Ferry has been stripped, preparatory to laying up.

The propeller Conemaugh, going down the river early Wednesday morning, took the jibboom out of the schooner City of Grand Rapids, lying at the Galena elevator dock.

The propeller City of Cleveland got across the creek at Adams street bridge about 6 o'clock Wednesday morning and stopped navigation up and down the river for three hours when, with the aid of half a dozen tugs and her own captain and windlass she was straightened up and proceeded up the river to the South Side gas house to unload her cargo of coal. There was a strong current running down the river which was the cause of the trouble.

Transfers and sales at Chicago Custom House, September 7: Steamer Grace Grummond, mortgage, ¼, $1,000, Julia M. Parker and Frank H. Parker to R. A. Spercher, et. al. Sept. 7, propeller Ida, release all, $1.00; John Ponsonby, et. al., to William J. Minter.

WILLIAMS.

PORT HURON.

The barge Cyclone ashore at Alabaster, Lake Huron, will probably be a total loss. The Cyclone was ore laden from Marquette for Cleveland, and becoming disabled in Tuesday's gale she was driven on the beach. She is valued at $14,000, is owned by Hamilton & Beaty, Buffalo, and is commanded by Captain Hamilton. The Cyclone was formerly the propeller Pittsburg built at Cleveland in 1857 by Norris. She sank at Port Maitland five years ago. When she was raised the machinery and boiler were taken out of her, the hull repaired and reconstructed into a barge. Last winter she was given new steel arches at Buffalo and also extensive repairs which brought her rating up to A2½. She is insured for $12,000 in the Phœnix, Continental and St. Paul. Her ore cargo was insured in the the Ætna for $2,300.

The managers of the Star Line of steamers presented to every lady making a trip on the favorite steamer Idlewild on September 16 a handsome souvenir.

ALPENA.

The propeller J. S. Fay which went on North Point Wednesday morning, was released Friday by the tugs Ralph, Captain C. A. Richardson, and Effie L. and brought to this port. They lightered off 17,000 bushels of wheat. She is not damaged much, and will leave for Buffalo where her repairs will be made.

Captain Holmes of the J. S. Fay, speaks very highly of Captain Pearson and the Thunder Bay Island life saving crew. The crew arrived at the stranded barge about 7:30 a. m. Wednesday morning. They lay under his lee for six hours in a cold and blinding rain storm, and one of the heaviest surfs known for years. Then the mate was lowered to the life boat from the end of the fore boom and was taken to Alpena with a dispatch—the distance about ten miles. The life saving crew made a second trip from the Fay to Alpena, taking two women, three children and a Toledo judge, who were passengers on the Fay, Captain Pearson and his men also remained by the Fay until she was got afloat at 11:30 a. m. on Friday.